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BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
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VOLUME XLII.....NO. 123

AMUSEMENTS TO-NIGHT.

UNION SQUARE THEATRE.—THE PRINCE OF THE PEACE.
FIFTH AVENUE THEATRE.—THE PRINCE OF THE PEACE.
GRAND OPERA HOUSE.—ROSE MICHEL.
BROADWAY THEATRE.—THE WONDER CHILD.
BOWERY THEATRE.—WIDE AWAKE.
PARK THEATRE.—COLONEL SELLERS.
JOHN H. MURRAY'S GRAND CIRCUS.
GERMANIA THEATRE.—DER VIKINGHÄNDLER AUS OST-
GÖTTENBURG.
WALLACK'S THEATRE.—MY AUNT DAD.
STEINWAY HALL.—ESQUIF MATINEE.
FRENCH AND AMERICAN CIRCUS.
THEATRE COMIQUE.—VARIETY.
TONY PASTOR'S THEATRE.—VARIETY.
HILLER'S THEATRE.—PANTIMIMICION.
TIVOLI THEATRE.—VARIETY.
NEW YORK AQUARIUM.—QUEEN FISHER.
EGYPTIAN HALL.—VARIETY.
PARISIAN VARIETIES.—VARIETY.
COLUMBIA OPERA HOUSE.—VARIETY.
GILMORE'S GARDEN.—MUSICAL AND CIRCUS.

TRIPLE SHEET.

NEW YORK, THURSDAY, MAY 3, 1877.

NOTICE TO COUNTRY DEALERS.

The Adams Express Company run a special newspaper train over the Pennsylvania Railroad and its connections, leaving Jersey City at a quarter past four A. M. daily, carrying the regular edition of the Herald as far west as Harrisburg and South to Washington, reaching Philadelphia at a quarter past six A. M. and Washington at one P. M.

From our reports this morning the probabilities are that the weather in New York to-day will be cool and cloudy or partly cloudy, with brisk winds from the northwest.

WALL STREET YESTERDAY.—The stock market was not so active as it has been for some time past, but a large amount of business was done at lower prices. The whole list closed weak, particularly the coal stocks, which have lost much of their gain of the beginning of the week. Gold opened at 106½ and rose to 107, at which price it closed. Government stocks were higher and closed firm, and railroad bonds were generally higher. Money on call was easy at 2½ and 2½ per cent.

ASSEMBLYMAN JULIUS CÉSAR LANGHEIN is said to be anxious to prove that his assistance in the assassination of rapid transit was not intended to damage the larger beer interests in the upper district. He is reported to be preparing "An act to authorize the construction of a rapid transit road from the City Hall Park to Lake Rupperts and the Hell Gate Brewery." For prudential considerations it is to be a surface road.

THE TRIPPING OF THE LEGISLATURE YESTERDAY over the Omnibus bill might seem funny if it were not that the people had to pay for it.

ANOTHER BUSINESS in which a great deal of money has been made is threatened with ruin—the cotton trade is trying to guard against theft of stock.

THERE IS A CHANCE that the Emma Mine case may get upon court calendars again. The mere announcement will set every citizen liable to jury duty to devising excuses.

THE OWNERLESS DOG is still unharmed by the law, the Mayor having not yet determined upon a method of extermination. There is no law against individual destruction by private enterprise, however.

ANOTHER FOREIGN IMPOSTOR has been working his own sweet will in New York society. Why cannot society take a hint from business and inquire of a man's references before it displays its too generous confidence?

CUSTOM HOUSE OFFICIALS still inform the investigating commission that if employees were more efficient the force might be reduced numerically. And this is in the most important Custom House in the United States, with a city full of capable men around it.

MR. SANDFORD said last spring that to win the English Derby with one of his Kentucky bred colts was the height of his ambition. He will come very close to it this year. Brown Prince is a prominent candidate for the honor, judging from his performances yesterday on Newmarket Heath.

MR. FLECKE, it is said, is to introduce in the Assembly "An act for the relief of everybody in New York in the matter of rapid transit." It authorizes steam cars to be run on all the streets and avenues in New York, either on the surface or by means of elevated structures, provided the consent of the street railroad corporations, the Board of Aldermen, the State Assemblymen of 1877 and Colonel Mulberry Sellers can be first secured. A bill thus carefully guarded may well defy opposition.

IT SEEMS NECESSARY that mankind should grumble, no matter how well it is treated. A few weeks ago the garbage in the streets was the leading topic of the HERALD'S "Complaint Book." Now that an occasional scow load of dirt is removed and slyly dumped the long hidden pavements are the subjects of complaint.

IT IS RUMORED that Assemblyman Coulter is to come in at the last hours of the Assembly with a bill to save rapid transit. It is to be entitled "An act to authorize Jacob Sharp to construct and operate a rapid transit road of any construction in Broadway, in the city of New York." The rails are to be removed on occasions of military parades, on all Fourth of July and St. Patrick's Days. The name of the patriarchal and persecuting Jacob will be a tower of strength to such a measure.

THE WEATHER.—As we predicted yesterday, the pressure is decreasing rapidly as the area of low barometer which has passed over the lakes and Middle States moves into the Atlantic. A storm center is being developed again after the gradual filling up of the depression while passing over the eastern part of the continent. This phenomenon is one of the most important in our meteorology and deserves the closest study. The winds on the coast yesterday rose from moderate to high, with light rain in New England, the St. Lawrence Valley and Nova Scotia. The depression which was on Tuesday in Dakota has moved southeasterly to the Lower Missouri Valley, with rains and higher temperature. Variable winds prevail along the Gulf coast. The pressure is low on the Pacific slope. The weather in New York to-day will be cool and cloudy or partly cloudy, with brisk winds from the northwest.

"Between the Devil and the Deep Sea."

Of all the Powers not yet drawn into the maelstrom of the present war England is in the most peculiar and critical position. It depends on her whether the war spreads and kindles all Europe in a general conflagration. If England remains neutral no other Power, with the possible exception of Austria, will take part in the struggle, and the war will be confined to the two immediate parties, Russia and Turkey. But if England takes sides all Europe will be kindled into a flame. We doubt whether any possible diplomatic skill and finesse can keep England out of the contest. But if she goes into it as a supporter of the Turks—as she will if she takes part in it at all—this war may sound the knell of British commercial supremacy. Inasmuch as all lost by Great Britain will be gained by the United States the attitude of England in this war is a question of great interest to us. If she makes herself the ally of the Porte Brother Jonathan will fall heir to the commanding commercial position which has so long been held by John Bull. There has never been a European conflict in which the United States had so deep an interest.

England is placed between two fires. If she stands by her traditional policy; if she continues to oppose the progress of Russia toward Constantinople; if, in the event of great Russian successes in the early stages of this war, she should think it expedient to enlist in the contest as a supporter of Turkey, as a means of protecting her interests in the East, she will put the whole future of the British Empire in jeopardy. The unenlightened masses of the British people may not see this; the rude populace of other countries may not see it; but every man competent to form a judgment of tendencies must see that the continued commercial supremacy of Great Britain is staked on the part she may see fit to take in the present war. It is expected on good grounds that she will side with Turkey against Russia if the success of the Russian armies in the early stages of this war should indicate a possibility that Russia may make a victorious advance toward Constantinople. If the fortune of war in the early stages of the contest should encourage Russia to hope that she may plant her victorious banners on the Bosphorus, nothing is more certain than that England will come into the field as the supporter of the Turk. But few Englishmen as yet see how much the United States would forfeit by England taking such a position. If England becomes an ally of the Turk with a view to protect her route to India she may pay a great deal more than all India is worth.

England is the one country of the world whose prosperity depends on its trade. It is dependent on other countries for its food; dependent on other countries for the raw material of its industries; it is the most artificial and unnatural of all modern communities. Other countries are self-subsistent; England subsists on its intercourse with other nations. Any change which should transfer the seat of manufacturing industry to any other nation would reduce Great Britain to a subordinate rank among the great States of the world.

If England should side with the Turk in the present struggle a great deal can be said in her justification. The holders of Turkish bonds are Englishmen, and it is natural that England should wish to protect them. If the Turkish Empire should be extinguished its bonds would be worthless and Englishmen would suffer. Moreover, if Russia should gain possession of Constantinople England would be alarmed respecting its interests in the East, and this is the chief reason why she will become a party to the present quarrel if Russia should gain decided military successes in the early stages of the war. England will attempt to keep her road open to India, and the importance which she attaches to this long-cherished object may cost her the commercial supremacy which lies at the foundation of her greatness. The English government is "between the devil and the deep sea" by its necessity of deciding between commerce and prestige. If it becomes a party to the war in the interest of its route to India it will risk the commercial supremacy which is the corner stone of British prosperity.

If England should side with the Turks her shipping will pass into the hands of neutral nations. Her merchant ships will be liable to capture by Russian cruisers, and as the Russian ships of war will have little other employment they will attempt to make prizes of British merchantmen. The consequence will be that, to avoid capture, British ships will be transferred to other flags, as ours were during the civil war. In the civil war less than half a dozen Confederate cruisers drove our commerce from the ocean. The Russian navy, which will have but little other employment, will make it impossible for British ships to keep the sea. British shipping will be transferred to other flags as American shipping was during the civil war. A change in our navigation laws, which might be enacted at the extra session of Congress, in a statute of half a dozen lines, would open the way for a transfer to the United States of the greater part of the English commercial marine within six months after England should engage in the war as the ally of Turkey. British statesmen see this more clearly than anybody could point it out to them. They understand too well that the Russian navy could inflict upon their commerce far greater damage than the three or four Confederate cruisers inflicted on that of the United States. This is the chief reason why the English government hesitates and holds back in this great conjuncture. If the English support Turkey they are in great danger of losing their commerce. The Russian cruisers would be more effective against British commerce than the Confederate cruisers were against American commerce in our civil war, and if Congress should have the good sense to permit the sale of British ships to our citizens American commerce might recover during this war a great deal more than it lost

in the disastrous period between 1861 and 1865. During that period England acquired the best part of our shipping employed in foreign commerce. If she gets entangled in the present war we can easily recover at her expense all that she gained at ours. Her statesmen see this, and they are brought to a dilemma between maintaining their policy in the East and holding on to the advantages they gained over the United States through the destructive activity of the Confederate cruisers. The Eastern policy of Great Britain and its commercial policy come into sharp conflict. If she takes part in this war to protect her possessions in Asia she runs the inevitable risk of a transfer of the best part of her shipping to the flag of the United States. If she engages in the war as an ally of Turkey every British ship and cargo will be lawful prize for Russian cruisers, and the commerce, without which she cannot exist, will go to neutral bottoms. It will pass to the United States if Congress is enlightened enough to perceive the advantages of the situation. The English government is called upon to make the difficult decision between maintaining its policy in the East and retaining its place as the foremost commercial nation of the world.

WE ARE INFORMED that Assemblyman Corsa is preparing a new rapid transit bill, with the following title:—"An act to authorize the construction of a rapid transit underground, surface or elevated railroad, on any street or avenue in the city of New York not now occupied or hereafter to be occupied by any dwellings, stores or other buildings, and not now used or hereafter to be used by any horse car company now or hereafter to be created." "An Advocate of Rapid Transit," who writes to us on the subject, is incorrect in spelling the name of the distinguished representative of the Ninth district "Mr. Corsair." The name is Corsa.

The New Party Movement in Ohio.—The letter of our Columbus correspondent to-day gives a curious view of Ohio politics. Ohio chooses a Governor next fall, and also a Legislature which is to elect a United States Senator. It is a close and a very doubtful State, and was carried by the republicans last fall by only 2,747 majority, in spite of the fact that the republican candidate was an Ohio man and a general favorite. What the Ohio politicians of both parties think is therefore a matter of a good deal of interest. Our correspondent reports that there is some dissatisfaction among republicans with the President's Southern policy; but it smolders; those who feel it dare not speak out, and their opposition is thought of little importance by the administration republicans. General Grosvenor, Speaker of the House, seemed to express the general contempt for the recalcitrants when he said to our correspondent that ninety-five per cent of the republicans support the President, and ninety-five per cent of those who now oppose him in secret will vote the republican ticket next fall. But he gave a curious insight into the party's grievances with the President when he added that the danger lay more in Mr. Hayes' appointing to office the liberals of 1873 than in his Southern policy. So the quarrel, what there is of it, is after all mainly over the offices.

As to a division of parties, both sides say in Ohio that their State election is too near. The democrats are very willing to receive recruits, which is a natural feeling; the republicans would like to draw the old whigs away from the democratic ranks; but the two present party organizations, everybody says, will stand firm until further notice. Well, a new party, after all, must be formed by the people and not by the professional politicians. It must grow out of events; and these events have not yet had time to happen. The President, we notice, denies any desire to turn the republican into a whig party; he likes the present name best. But names amount to nothing; policies make parties; and now that the Southern troubles are settled, and new policies must come up, men will be drawn to or repelled by these, and thus new parties will form themselves. We have had political chaos a long time; presently order will come, in spite of the efforts of those who prefer chaos.

ASSEMBLYMAN ROBERT H. STRAHAN is said to be preparing a bill entitled "An act to legalize legal rapid transit." It provides that "no rapid transit road shall be constructed in New York to carry any passengers now carried by the horse car companies of said city, which horse car companies are hereby declared to have acquired a pre-emption right to all laborers, clerks, workmen, mechanics, sewing girls, artisans, politicians, ladies engaged in shopping and other unfortunates who have five or six cents to spend on transportation." A provision of the bill forfeits the charter of any rapid transit company hereafter organized that may cheat its friends after it secures its franchise.

Poison in the Coffee.

One of the cow keepers whose place was lately described in the HERALD writes to us to protest against the declaration that the milk he daily serves to his customers is not a natural and healthy secretion. Naturally such a statement could not be pleasant to him, but we adhere to our opinion that the statement was nevertheless true. This man says that he keeps, in a "large, lofty, well ventilated stable," nearly thirty cows. One of the sections of that composite code of the Society for the Prevention of Cruelty to Animals has in its keeping provides that "no person shall keep or allow to be kept in any building, or on any premises, or on grounds of which he may be the owner, lessee, tenant or occupant, more cows or other cattle than at the rate of fifteen to an acre." Now, does that "large, lofty and well ventilated stable" cover two acres? If it does not there are too many cows in it. The clause we quote is one of the original regulations of the Health Board that it has become the duty of Mr. Bergh's society to enforce. It may not therefore apply to the suburban district of Brooklyn in all its force; but, as it is an expression of sanitary truth, it may be accepted as a safe guide to the principle in regard to cows that the Society for the Prevention of Cruelty to Animals should endeavor to enforce; and we therefore call the attention of that society to the admissions made by Mr. Evans.

A Japanese Traveller on Our Constitution.

Mr. Sionara, a Japanese traveller, gives in the current number of the *North American Review* his impressions of American politics. After spending a year here he imagined this country to be in advance of others in political affairs, but a closer view persuaded him that it is "most backward." Every other country in the world changes, he remarks. "China changes even a little; Turkey changes also; only America for a hundred years never changes;" and this seems to him very lamentable. In Europe, he says, "the people make revolutions; then comes more freedom;" but here we stupidly stick to a constitution made a hundred years ago; it is evidently an inconceivable folly to this Japanese traveller. "It is the same with that remarkable people the Chinese," he adds, and notices such a resemblance between the Chinese and us Americans as will infuriate the San Francisco hoodlums if they should happen to hear of it.

But our Japanese critic is not merely a critic; he not only points out our faults, but suggests the simple remedies which, if we should adopt them, would bring us presently to the front rank of free nations. He thinks the President has too much power; the Cabinet is not responsible to the House of Representatives; the people cannot make their will felt quickly enough; the Senate is too obstructive; the popular branch of Congress has too little power; the constitution is too simple and does not provide for all possible contingencies. "I counted nineteen difficulties during the last election, for which no provision was made in the constitution," he says. But all these evils are easily remedied. He would not change the name of anything. "The only thing to be done is abolish the constitution, then all is simple," he says. Then by law make the Cabinet responsible to the House of Representatives, and elect a new President whenever the House passes a vote of "want of confidence." We fear Mr. Sionara's plan will not be popular; the man who, so soon after last November, proposes more frequent Presidential elections, will get few adherents.

But we are more struck with another suggestion of Mr. Sionara. He thinks the introduction of the custom of *seppuku* or self-despatch, what we here know as *hara-kari*, would work an important reform; and when we read his account of it we entirely agree with him. "The practice in this country," he writes, "by which political enemies kill each other with pistols does not make them so careful, but perhaps it is necessary while the old constitution lasts;" and he proceeds to describe what certainly seems a delightful state of things under the *seppuku* custom. "In Japan all editors of newspapers writing like those in this country would be obliged to perform this act," *hara-kari* namely—"and even Mr. Tilden, after he had got a majority of nearly three hundred thousand votes, could not survive his defeat with honor, but this not because he has used bad language, but because he himself has been so much abused;" and he goes on to relate that in Japan all who during the Presidential campaign had used violent language, had slandered others, had bribed or been bribed, had made false election returns or frightened voters, would long ago have ripped themselves open.

If Mr. Sionara will undertake to introduce in this country the custom of *seppuku*, and will guarantee that it will work as he describes it, we think he could easily get a contract. What a delightful prospect it opens up! Had it been in vogue last March think what a multitude of interesting funerals Washington would have seen. When Mr. Hayes was declared President, Mr. Dudley Field, General Banning, Mr. Springer, Mr. Randolph Tucker, Mr. Blackburn and other eminent democratic statesmen would have ripped themselves open on the east front of the Capitol, the Sergeant-at-Arms providing swords for the occasion and preventing the noisy applause of the spectators. And scarcely could the evidences of this tragedy have been removed when, after listening to Mr. Hayes' inaugural Message and reading the list of his Cabinet, Mr. Chandler—the two Messrs. Chandler, indeed—Mr. Blaine, Mr. Frye, General Logan, Senator Cameron, Senator Patterson, Mr. Kellogg, General Hurlbut and a multitude of other republican statesmen would have proceeded to rip themselves up, to the great and lasting benefit of popular government. All through the months of March and April the American people would have had occasion to praise the custom of *seppuku*. Mr. Wendell Phillips would have bought or borrowed a sword and disembowelled himself about the 20th of March; Mr. Ben Wade would have followed him in a happy despatch within a week, Mr. Packard would never have left the Louisiana State House except as an honorable corpse. Mr. Wells, of the Louisiana Returning Board, would have become a glorified peer. But the prospect is too enticing; we cease.

IT IS RUMORED that Assemblyman Hayes is about to introduce a rapid transit bill, with the following title:—"An act to authorize the citizens of New York to construct any kind of rapid transit road that does not conflict with the interests of the Sixth avenue horse car line and which won't injure the rights of the constituents of any Assemblyman of the said city of New York, and particularly the representative of the Seventh district." That bill ought to pass.

England and Roumania.

It is thought in London that it is thought in Vienna that it is thought somewhere else that the conduct of Roumania is "a breach of neutrality." Roumania was between the Russian hammer and the Turkish anvil, and in pursuance of that law of human nature for such cases made and provided she had a care for her own safety and agreed with the stronger of her two neighbors for protection and co-operation. If anybody believes or can demonstrate that this is a breach of neutrality he is no doubt welcome, from Roumania's point of view, so long as she can make herself safe. But the phrase used in London is an odd one in this connection. Its propriety might be contested, because the neutrality of a Power implies its independence and right to choose its attitude;

but Turkey holds that Roumania is her subject province, and the reigning Prince has not been able to secure much respect for his protest against that claim. In fact, the letter of the law on which he must stand against him. Therefore, if Roumania takes part with Russia it is rather as a rebellious province that goes over to the invader than as an independent Power which abandons an attitude of reserve which it had the option to maintain. But if Roumania has violated her "neutrality," what then? Does it present a case for European or English intervention that a feeble Power, likely to be crushed between stronger neighbors, has made her terms with one of them? There is now, as we have pointed out, a government opinion in England apart from public opinion—a kind of statesmanship whose aim is to defeat and jockey the popular purpose. Aware that a great sentiment in England is averse to further support of the Ottoman Power against the Christianization of Europe this opinion does not openly advocate war with Russia, but awaits the opportunity to provoke excitement over some fact that implies, or seems to imply, Russian villainy and the cry about Roumania's neutrality is an attempt of that sort.

IT IS STATED that Assemblyman Healy is prepared to introduce a bill entitled "An act to provide for a rapid transit road for the Sixth Assembly District." The road is to be confined to the limits of that district, so as not to interfere with the interests of the Second or Third avenue railroads or of the owners of tenement house property who do not desire to allow their tenants to escape from their foul, cramped and expensive garrets and cellars to enjoy cheap and healthful homes in the upper part of the city.

GENERAL FRANK SPINOLA insists that it takes a representative whose fingers have never been stained with bribery and corruption funds to handle a rapid transit bill for New York. He is said to be preparing a bill entitled "An act to authorize the General Committee of Tammany Hall to build a rapid transit road in the city of New York, and to settle the claims of the horse car companies and property owners through referees." Aldermen and legislators are to be entitled to free passes during their terms of office.

The Latest War News.

Although the news from the seat of war is not very stirring there is enough to indicate that the Russian advance in Asia Minor is remarkably successful. No serious engagement has yet taken place, yet the invaders have already reaped some substantial advantages that must affect favorably their further progress. The occupation of Bajazid, although a bloodless success, is nevertheless an important one, because it proves that the Turks have been surprised at a point where they did not expect a Russian force, and, therefore, did not provide for defence. It also proves that the Russian army is extending its lines so as to embrace a wide range of territory, and is moving forward like a great seine, sweeping into its meshes all the small fry of Turkish garrisons and forcing the bigger fish to a common centre, where they will be surrounded in time or forced to go westward. The wings of the Russian army will probably begin to close on Erzerum when the main Turkish forces are concentrated for the defence of that position. If the Turks stake their fortunes on a pitched battle, and are victorious, the war may end there and then. But as this is very improbable, on account of the strength of the Russian army in Asia, we may look forward to operations on the line of the Danube as soon as a decided Russian success in Armenia warrants a forward movement in European Turkey. The activity in the British navy yards and arsenals does not look well for the general peace of Europe. We fear that in a little while some other great Power may say, "If this is a free fight count me in."

ASSEMBLYMAN COWDIN, as the representative of the commercial interests of the city, of which the Sixth avenue horse car company is an important factor, is rumored to contemplate the introduction of a new rapid transit bill. It is called "An act to authorize the construction of a road along the line of the docks for the special purpose of affording transportation to the army of amateur dock laborers, engineers, captains of scows, admirals of floating derricks, commissioners, secretaries, clerks, doormen, watchmen and others, who are engaged by the circumlocution Dock Department in the arduous duties of spending the proceeds of Dock Improvement Bonds." The road will impair no vested rights and will neither damage nor accommodate anybody, and hence will be acceptable to the commercial interests, so ably represented by Mr. Cowdin.

"Only Poor People."

Two weeks ago to-day three ruffians, McGill, Miller and Bracken, known, it seems, as the "Bracken gang," forced their way violently into a tenement near the Bowery and Houston street, where a poor woman, Mrs. Connor and her daughter Margaret lay in bed, flung the candle against the wall, and proceeded to brutally outrage both the women. It does not give one a pleasant idea of the habits of the neighborhood to learn that the cries of the women attracted nobody's attention, although these brutes seem to have done their work early in the evening. The neighbors were afraid to interfere. Connor, the father, who had been out at work with his little boy, returned to his home after nine, and found the women of his family, the mother at death's door and the daughter little better. The family are wretchedly poor; Connor had to nurse his women folk. When at last he could get away to give information to the police he went to the Central Office and told his story. He was told, he says, to apply to Court for a warrant, as though the criminal authorities had nothing to do with such an outrage. He went to the Jefferson Market station and again told his tale; and again he says he was sent further, to the Fourteenth precinct. From there he was sent to the Tombs, and it was only after nine or ten days that he at last succeeded in directing the attention of the police to one of the most shameful and brutal outrages

which has disgraced the city. Last Saturday a warrant was issued for the ruffians; on Sunday night one of them, McGill, was arrested, and behold what happens. Justice Wendell has condemned this wretch to three months' imprisonment, and we understand that the police are angry with the HERALD reporters for publishing the case at all, and that at Headquarters they say the Connors were "only poor people." Is it because they were "only poor people" that McGill, having outraged these defenceless women, is let off with three months' imprisonment? Is it because they were "only poor people" that Connor had to wander from police office to police office for ten days before he could get anybody to pay attention to his pitiful and horrible tale?

We call the attention of Mayor Ely to this case. Unless it can be explained, and very thoroughly, too, he owes it to the people of New York and to the cause of decency to make an example of somebody. And we may as well also remind people who are greatly shocked at some recent murders in Mississippi that this outrage happened in the midst of what we call the highest civilization, and seems to have excited the authorities here surprisingly little. Mississippi is a wild region, where everybody goes armed and where feuds, political and social, abound, as in all rude communities. Let us make our own police do their duty; then we can fairly complain of Mississippi.

ASSEMBLYMAN NACHTMANN is supposed to be preparing "An act to supply New York with additional railroad facilities and to do away with the necessity of an elevated railway, by requiring the more compact packing of passengers in cars of the Third, Sixth, Second and other avenue horse cars, and abolishing the railings on the front platforms of cross-town cars, so as to enable passengers to use both platforms." The bill authorizes the drivers of horse cars to use pins in the heads of their whips, so as to increase the speed of their horses, anything in Mr. Bergh's constitution to the contrary notwithstanding.

ASSEMBLYMAN COZANS is reported to be about to introduce in the House "An act to revise Chapter 300, of the Laws of 1871, being 'An act to incorporate the New York Railway Company, for the purpose of providing rapid transit through the city of New York,' &c., and to confirm the old officers and directors in their several offices." The work of construction is to commence as soon as the negotiations between Mr. William M. Tweed and the State Attorney General have been concluded and ex-Comptroller Connolly has returned home. Mr. Cozans is said to have no faith in any other rapid transit scheme.

PERSONAL INTELLIGENCE.

Cleary, among the Romans, invented shorthand. Countess Herberstein, of Austria, is at the Backingham.

Black fringes are entwined with threads of gold or silver. The first windows were transparent cases. Pliny used them.

Senator James G. Blaine, of Maine, is at the 77th Avenue. In 1609 Rowley said that the Dutchman's delight was butter and bacon.

Between the Caspian and the Black Sea there are probably 140,000 Georgians. The Russian General—itch has combined with the forces of—ask and has captured—of.

An English bride's travelling costume was of navy blue silk with trimming of silver fox. A Boston goat runs to free, and when he goes for a man he says "Skeazy, ske the butt."

Ladies' dresses are now indented by buttoning them to the lower, recurved end of the corset. The Hindoos have 130,000,000, or 335,000 times as many as there are Hindoos in Boston.

"Bugged" hair is out of style, and most decidedly out of taste, except for very small children. Fringes and galleons are as fashionable as ever, judging from the quantities and varieties exhibited.

The man at the strawberry festival who loudly sings "I Would Not Live Alway," usually eats fourteen shortcakes. Among the new importations is a cream colored satin dress trimmed with scarlet poppies and velvet foliage of olive green.

When Jerry Black ate clam chowder for the first time he made such faces that a physiognomist thought he was a homely man. Boys feel the effects of the sweet warm weather as they sit on a curbstone and blow paw at an old maid in an opposite window.

A lot of American sailors went ashore at Norfolk and water tripe in any quantity imaginable. It was a reunion of these tars and trippers. At a late English marriage the bride walked over a mat, stretched from the door to the altar railing, fashioned of evergreens and filled in by lilies, roses and violets.

A Southern gentleman, who in the olden time portocadly spent princely sums at New Orleans hotels, is now a laborer on his own old plantation at \$60 a month. There is no royal road to learning. Scuttlies, of Mississippi, learned at the end of a halter that he ought not to have killed his wife. And now Scuttlies is carrying coal below.

Scientists have long been trying to discover how a baldhead man gets the two hairs that he waves over the top of his head from shoulder to shoulder. They probably come from a bare loom. Secretary Evarts telegraphing to England the other day got half a sentence on the cable and choked it up. The sentence was finished the next morning and the knots were taken out of the wire.

Norwich Bulletin:—"A North Carolina proper speaks of a baby which was born black and subsequently turned to white. In this latitude a baby is usually born white and turns to a lively yellow."

Rochester is the most astronomical city in the country, and it is hard to see a Democrat can go into a place in the morning, after a long Sirius observation, and ask for a comet-tail of the dog-star that bit him.

"A mare has been named Wine. She is probably sister to a pony of brandy."—HARLEM. And she is probably a very fast young person, who will take many cups.—Telegram. This young man was thinking of decanter.

Lord Clarence Paget, of England; Mme. Outrey, wife of the French Minister at Washington, and Count de Suzannet, Secretary of the French Legation, arrived from Liverpool in the steamship Scythia and are at the Clarendon.

In an English church the preacher was denouncing the devil, when, with a crash of glass, a great window shade fell over him, enveloping him in darkness. He shrieked, "I am gone!" cleared the pulpit and was soon lost to view.

The most popular mode of suicide in France is by hanging, and next comes that by drowning. Peasants resort to suicide in large numbers and unmarried people more than married, and the ages at which most stuffle off are between fifty and sixty.

Conservative sticking-plaster has closed the lips of the bloody chasm, and as men walk down the corridors of their sentiments they say, "Both the gray and the blue were right, and two rights cannot make a wrong." This is a first attempt at poetry.

Wink perceives a philosophical man is to discover how, when he is shaking a carpet, with a little woman on the other end, she can so exasperatingly hold on, and shake, and shake, and jerk his end out of his hands, and call him bitter butterers and a sloosh.

The *Pall Mall Gazette*, writing of our economic troubles, and speaking of the terrors which the fast-increasing train inspires, says:—"In a democratic country the action of a couple of millions of unemployed and often starving men is a force beyond calculation, and justifies alarm."